

Flight Jacket

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Marine Corps Air Station Miramar

June 15, 2001

VMFA-225 Vikings return from Kuwait

By Cpl. Kristopher S. Haloj

CPAO, MCAS Miramar

Marine All-Weather Fighter Attack Squadron 225 Vikings, along with supporting detachments from Marine Aviation Logistics Squadron 11, Marine Air Control Group 38, Marine Wing Support Squadron 371 and Marine Wing Support Group 37, returned home June 7 from a three-month-long deployment at Al Jaber Air Base, Kuwait.

Friends and family members welcomed the group of 237 Marines and Sailors back with open arms and tears of joy.

Unlike deployments many Marines and Sailors of the squadron have previously experienced, the deployment to Kuwait was no training exercise. The Vikings were there in support of Operation Southern Watch. Their mission: to advocate real-life combat search and rescue missions for downed aircraft in Iraq. In the event an allied aircraft did go down over hostile Iraq, VMFA(AW)-225 would blaze in, via fully loaded F/A-18D Hornets, to coordinate, and provide fire support and security for the SAR.

"If an aircraft went down, we fly in to keep the 'bad guys' off the air crew until the rescue crew completed their job," said Staff Sgt. Edward Cotter, flight equipment staff noncommissioned officer-in-charge for VMFA(AW)-225.

"It was nice to know we were doing something important," said Lance Cpl. Tonya Taylor, ordnance technician for VMFA(AW)-225.

"We had to forgo all of the thoughts of



Gunnery Sgt. Jess Chacon, avionics chief for VMFA (AW)-225, greets his daughters Jessica, 14, and Allegra, 10, at Hangar One here June 7, after a three-month deployment at Al Jaber Air Base, Kuwait. The squadron, along with various supporting detachments, was in Kuwait supporting Operation Southern Watch. Photo by Cpl. Kristopher S. Haloj

how hot it is, how awful it is, just to know we were accomplishing a mission. It was pretty enlightening," she added.

During their stay in Kuwait, aside from experiencing their jobs from a whole new

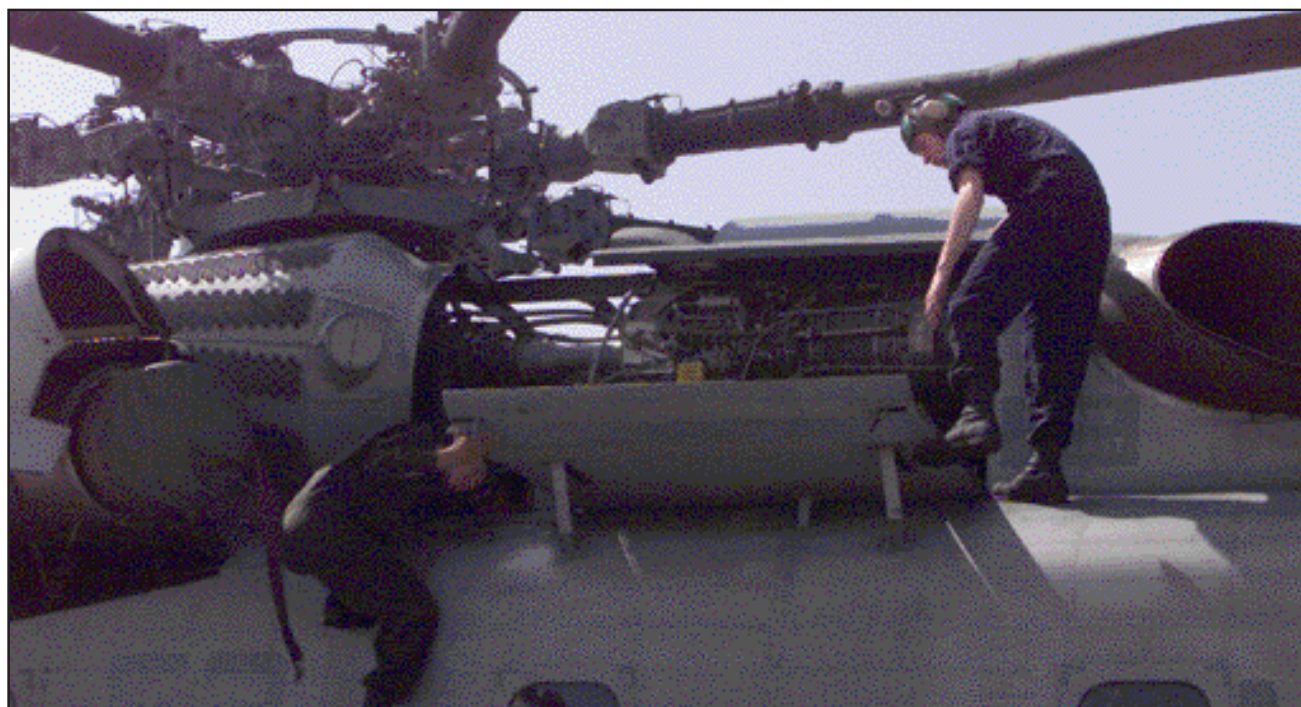
angle, the Vikings slept on plush cots in a fabulous tent city located just north, south, east and west from sand.

"I got to work with a lot more weapons than I ever have before, as far as seeing any-

thing, there was just a lot of sand," said Taylor.

One thing the Vikings can all agree on was said best by Cotter: "Everything went as planned and it is good to be back."

HMH-465 Marines prepare to 'triple site'



During a triple site, HMH-465 breaks up into three equal sections. One section detaches to a Southern California MEU, another to the 31st MEU and the third deploys to Okinawa as part of a UDP. Photo by Sgt. W. A. Napper Jr.

By Sgt. W. A. Napper Jr.

CPAO, MCAS Miramar

Marine Heavy Helicopter Squadron 465 Marines are preparing to take on one of the biggest challenges in the aviation community.

It all starts with a 50-percent turnover in personnel and a change of command ceremony, after which the 18-month cycle begins.

The end result of this cycle is the squadron will literally split into three equal sections – and each section is not only expected, but demanded, to perform as a complete squadron would.

The evolution, known as a triple site, breaks the squadron into three equal sections. The first of these sections with approximately 50 Marines and four of the squadron's 18 Super Stallion helicopters attaches to one of the Southern California Marine Expeditionary Units. Five months later nearly 30 Marines leave as an advanced party to Okinawa, Japan, to relieve fellow Marine Air Group 16 Marines that are already there, but that belong to a different squadron here. Unlike the California MEU Marines, they do not take their own CH-53E Super Stallions with them. Rather, the

Sergeant Major of the Marine Corps breaks bread with Miramar NCOs

By Sgt. A.C. Strong

CPAO, MCAS Miramar

Miramar Marines had the opportunity to have breakfast with the Sergeant Major of the Marine Corps at the station's dining facility June 8.

Sergeant Major Alford L. McMichael took some time prior to his appointment at the O' Club with the commandant to address the enlisted side of the house.

Aside from a lot of good-natured ribbing directed at fellow Sgts. Maj. Ira J. Lott, Commander Marine Corps Air Bases Western Area sergeant major, and Donald R. Franklin, 3d Marine Aircraft Wing sergeant major, the sergeant major of the Marine Corps had some important information to pass.

Foremost was his satisfaction with how well the recent second annual noncommissioned officer symposium went, informing the Marines present at the breakfast several times that the symposium was a positive way of voicing concerns from the bottom up.

Among issues discussed were housing, quality of life, education, emergency leave, weight control, and many others.

The sergeant major reiterated that the enlisted side's opinion on these issues and many others are very important to both the commandant and him.

Others issues discussed at length were the new camouflage utilities and the martial arts



Sergeant Major of the Marine Corps Sgt. Maj. Alfred L. McMichael talks to Miramar NCOs during breakfast at Gonzales Hall on June 8. McMichael spoke about the importance of NCOs ideas to the Marine Corps. Photo by Cpl. Rob Henderson

program. "It's more than looking different," said McMichael, of the new cammies.

According to McMichael, the uniform will cost no more than the current one does, and is set for an October phase in.

Finishing up his speech, McMichael highlighted some Marine Corps programs such as Key Volunteers, Lifestyles Insights Networking Knowledge Skills and the Exceptional Family Member Program. He

stressed the importance of Marine Corps families and said, "Your children in daycare, your spouses looking for employment, your families back home worried about you — these are all things we are concerned about also."

"Marines need to put the emphasis on meeting the challenge, not challenging the policy," said McMichael, concluding his speech.

Commissary scholarship recipients announced

By Compiled by Sgt. A.C. Strong

CPAO, MCAS Miramar

Three children of San Diego area service-members are the recipients of the Defense Commissary Agency's Scholarships for Military Children. Tracy Tom, a senior at Scripps Ranch High School, Michelle W. Kang of Torrey Pines High School, and Mary Grace Malonzo Yco, a senior at the Academy of our Lady of Peace, along with nearly 400 other college and high school students nationwide, will receive \$1,500 for educational use from the Scholarships for Military Children program.

The three young ladies will be presented their scholarships during a special award ceremony at the Miramar Commissary main entrance, Tuesday at 2 p.m.

Scholarships for Military Children was initiated last fall to award scholarships to

graduating high school seniors or college-enrolled students at more than 280 commissaries worldwide.

At least one \$1,500 award per commissary location was planned for the first year, but eager students turned in more than 5,000 applications and sponsor donations amounted to well over \$500,000.

"The response from students and sponsors was fantastic," said Air Force Maj. Gen. Robert J. Courter, Jr., DeCA Director. "Through the generosity of our trading partners, additional scholarships are available for other high-quality applicants. As a result, a total of 391 scholarships are being awarded for the fall of 2001," said Courter.

"We were pleased with the response of our customers to Scholarships for Military Children," said Michelle Frost, Miramar commissary Store Director.

"There were many inquiries between

Dec. 1 and the Feb. 15 deadline. The community was really enthusiastic about the program, as is our local scholarship sponsor SC Johnson Wax," she added.

"The commissary benefit is always named as one of the top military benefits," said Maj. Gen. Courter. "This scholarship program enhances an already valuable benefit by improving educational opportunities for military children. It also involves our commissaries more deeply with the military community they serve."

The scholarships were open to qualified children of U.S. military members to include those on active duty, retirees, and guard/reserve members. A 3.0 grade point average, community and leadership activities, and an essay on "What Being a Military Dependent Means to Me" were also required.

See **Scholarship**, page 10

Flight Jacket



Maj. Gen. Charles F. Bolden Jr.

Commanding General
3d Marine Aircraft Wing

Maj. Gen. William G. Bowdon

Commander
Marine Corps Air Bases Western Area

Maj. T.V. Johnson
Director, Public Affairs Office

Capt. Rebecca Goodrich-Hinton
Deputy Director, Public Affairs Office

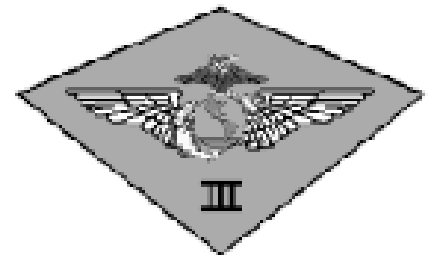
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Lease signing dates for the Military Housing Public Private Venture Project

For servicemembers living in any of the listed locations the dates for the project meetings are as follows:

- Today, from 1 to 7 p.m. for Beech Street Knolls (in the play area).
- June 25-29, from 1 to 7 p.m. for all listed locations (at the 32nd Street Naval Station Welcome Center conference room).
- June 25, from 1 to 7 p.m. for Park Summit (in the Community Room).
- June 26 and 27, from 1 to 7 p.m. for Cabrillo Heights (in the Rec. Center).
- June 28, from 1 to 7 p.m. for Terrace

View (in the pool office).

- June 29, from 1 to 7 p.m. for Lofgren Terrace (in the Community Building).
- June 30, 9 a.m. to noon for all listed locations (at the 32nd Street Naval Station Welcome Center conference room).

Lincoln Eastern Management Company representatives will be available at all locations to answer any questions reagrding the project.

Additionally, the Fleet and Family Support Center is sponsoring a class, "Financial Planning and your Basic Allowance for Housing," to help participants incorporate

the PPV changes into their personal spending plans. Class dates and locations are as follows:

- Today, 1 p.m. at the Naval Submarine Base Point Loma (Building 211).
- June 19 at 5 p.m. and June 20 at 3 p.m. at 32nd Street Naval Station (Building 263).

To register for the class call Point Loma FFSC at (619) 553-8306 or Naval Station FFSC at (619) 556-9879.

For more information call Susan Reece at (619) 556-8010. Or you can visit the Web site at www.mfhsd.navy.mil.

Anderson takes command of MWSG-37

By Cpl. Rob Henderson

CPAO, MCAS Miramar

Colonel John L. Sweeney will relinquish command of Marine Wing Support Group 37 here to Col. Michael C. Anderson in a change-of-command ceremony at 10 a.m. Thursday at the Airfield Operations Control Building.

Sweeney will relocate to Marine Corps Base Camp Pendleton to serve as the operations officer for the 1st Force Service Support Group.

Anderson, a Chicago native, is a 1976 graduate of Southeast Missouri State University. After completing The Basic School and the Combat Engineer Officers Course, he was ordered to Camp Pendleton to serve as a Combat Engineer Platoon Commander



Col. Michael Anderson



Col. John L. Sweeney

and the Engineer Company Executive Officer for the 7th Engineer Support Battalion.

Reassigned in September 1980 as the Assistant Battalion Inspector-Instructor for 6th Engineer Support Battalion, Portland, Ore., Anderson completed a Masters Degree in Education from the University of Portland. Upon completion of his tour, Anderson was assigned to Headquarters Marine Corps where he served in the Officers' Assignment Branch as a monitor for company grade ground officers.

In June 1987, Anderson was transferred to Adak, Alaska, where he assumed command of the Marine Barracks and the collateral duty as Commander of the Adak Ground Self Defense Force.

Other notable commands Anderson has served with are: Marine Wing Support Squadron 272, Marine Corps Air Station New River, N.C., and Supreme Headquarters Allied Powers Europe, Mons, Belgium.

In May 2000, Anderson was transferred to the United States European Command and reported to Bucharest, Romania, for duty as the Chief of the United States Military Liaison Team to the Romanian Armed Forces.

Anderson is taking over command of MWSG-37 after assisting the Romanian Armed Forces in the process of modernization and restructuring in their attempt to receive an invitation to join NATO.

Anderson is a graduate of the Navy War College. His personal decorations include the Defense Meritorious Service Medal with an oak leaf cluster, the Meritorious Service Medal with two stars, the Navy Commendation Medal and the Navy Achievement Medal.

Anderson is married to the former Carol Brauer of St. Louis. They have two daughters Michelle, 21, and Danielle, 17.

Military working dog handler shows Miramar's mettle by securing award at DoD competition

By Sgt. Carolyn S. Sittig

CPAO, MCAS Miramar

A Miramar Military Working Dog Handler placed third in a recent Department of Defense competition held at Lackland Air Force Base, San Antonio.

Corporal Zeb Polasek, Miramar military working dog handler, was awarded 3rd place in the explosive detection category with the help of Kwinto, his dog. Nearly 60 teams showed up to compete in the trials, so placing against so many other agencies is an accomplishment, said Polasek.

"When competing against the best DoD military working dog teams in the military, placing is always going to be difficult with competition from 59 different teams," said Lance Cpl. William Abbott, military working dog handler.

During the explosive detection portion of the event, the dog and handler are led to a large building and told to find the explosives or explosive residue hidden in the building. The Marine and his dog then have an allotted amount of time to locate as many of the hidden explosives as possible.

The more difficult part for Polasek was trusting his dog. Each time the dog stopped for what he thought was explosives, the evaluators would ask if Polasek wanted to accept it as a possible find. It is up to the handler to say it is or is not a find and then they will not be told whether they are right or not.

"It is remarkable what Polasek has done with Kwinto with the short time they been together," said Cpl. Joey Scarfo, military working dog handler.

This is one of a number of awards Miramar's military working dog handlers have taken from various working dog trials. During the Yuma Trails at MCAS Yuma, Ariz., Miramar took home title of top agency and two of their handlers secured personal awards.

Their next chance to show their talent and skills will be at the Del Mar Fair Monday starting at 7:30 a.m. and running all day.



Cpl. Zeb Polasek, military working dog handler, shows how he and Kwinto practice explosive detection. It was practice like this that allowed the team to place third in the recent DoD competition held at Lackland Air Force Base, San Antonio. Polasek and Kwinto placed in explosive detection. After the dog smells explosives he is trained to remain sitting by the area and wait for his handler's next command. Photo by Sgt. Carolyn S. Sittig

Ad Space

Guidance

Using Courage to speak out,
educate fellow Marines

By Sgt. Maj. Ira J. Lott

MCABWA

Ooh Rah, bravo zulu and I commend you Cpl. Henderson on your article about that mysterious Marine E-5 in last week's paper. If you didn't read it, it was about a Marine E-5 who was walking and talking on a cell phone even after a Marine sergeant's attempt to square him away. To make matters worse for this E-5, colors played and he still carried on his conversation. Only when he was finished talking did he feign something of a salute.

There are several issues that anyone and everyone can take up with this E-5. I want to address the most obvious one of setting the example. We all are human and no one can practice each and every leadership trait and principle every day. However, when someone does the "right" thing by attempting to correct you — no matter what rank and worse if they are junior — and you still don't see the light, then there are some other questions like "Why are you wearing that particular rank? What is the example you

want to set?" That's what comes to mind.

The E-5's conduct, as depicted by Cpl. Henderson, was deplorable, disrespectful and certainly not conduct that epitomizes the ethos of our Corps.

I've done some research on walking and talking with a cell phone and here is what I found out. There is nothing in the uniform regulations that specifically states that you will not or can not do this. However, ALMAR 299/97 mandates that the following policy will be included in Chapter 1, subparagraph 1000.6 of the Uniform Regulations, keep in mind that Chapter 1 is punitive in nature:

"Marines are known not just for their battlefield prowess, but for their unparalleled standards of professionalism and uncompromising personal conduct and appearance. It is a Marine's duty and personal obligation to maintain a professional and neat appearance. Any activity, which detracts from the dignified appearance of Marines is unacceptable. The use of chewing gum, chewing tobacco, cigarettes or the consumption of food while walking in uniform or while in forma-

tion, are examples of activities that detract from the appearance expected of a United States Marine. The purpose of this policy is to ensure Marines present the best possible image at all times, and continue to lead the way in military presence."

It also reads in paragraph 1004 that, "Except for the authorization contained in paragraph 7000 (gives the definition and authorization of wear of organizational equipment) articles such as cellular phones, pagers, etc. are not authorized for wear on the regulation uniform."

Corporal Henderson, I too regret that you didn't get the E-5's name for I surely would have loved to talk to him.

The two noncommissioned officers did the right thing to try and bring back into the fold one of their own. Too bad the E-5 didn't appreciate their attempts. Continue to correct others if need be, just remember tact when you deal with seniors. Looking out for each other is just something that Marines do.

If you're wondering why I addressed this person as an E-5, I think you can guess why.

Commentary

Old Corps values don't have to be a
way of the past, are still needed today

By Dennis Beck

Do you remember your first wake up call in the Marine Corps? It was about zero dark thirty in the morning, and not one out of 70 recruits could do anything right. The date was June 24, 1965. And, from that day on, we were taught to function as a team. Seventy left feet hitting the deck in unison. It was the Marine Corps way. The way it's supposed to be. That is, until the PFT came along.

How many of us can remember the old PRT? The Physical Readiness Test. The PRT followed us long out of Parris Island, and even beyond the Vietnam War. It was a required test given to each and every Marine twice a year. It was an all-day event. It was a dreaded day for most of us. We hated to get up that morning, dress out with utilities, cartridge belt, 782 gear, pack, rifle, helmet — the works.

We were about to embark on a test of stamina, and a test of teamwork. For, if one Marine in the unit did not cross the line before time was up, the entire unit failed, and had to re-take the test the following weekend. That was quite an incentive.

I remember helping many good Marines get across the line. One Marine grabbed the pack of another. One Marine took his rifle. Two more Marines each grabbed an arm. It was teamwork at its finest.

Following the test, which lasted all morning, we spent the rest of the day cleaning the sand out of our gear. Sand was everywhere — web gear, M-14 barrel, and our utilities. We were filthy. But, we felt like real Ma-

rines. We won the battle. Every Marine came back alive. We were victorious as a team.

So, where did we go wrong? What have we lost by replacing the PRT with the PFT, the Physical Fitness Test?

When the PFT was first introduced in the Corps, the great leaders at Headquarters Marine Corps had the right idea for testing a Marine's physical strength. Pull-ups, sit-ups, and a three-mile run. Pretty basic stuff. Not such a big deal for most Marines. So, where did it go wrong? What happened to the Esprit d' Corps?

I'll tell you exactly where we lost it: in the PFT, each Marine is graded on his own personal physical strength and ability. It's every man (and woman) for himself.

A Marine who can run like a gazelle will complete the three-mile run in as little as 18 minutes, whereas a Marine built like a gorilla might only be able to complete the run in 27 minutes. Both Marines may be as strong as an ox, but the Marine carrying the extra weight is now competing for his career in the Marine Corps. He no longer feels like he is a part of the team, because in the eyes of his fellow Marines, he is not as good as they are. He has been left behind in the

dust of the faster, more agile Marines. Teamwork is out of the picture completely.

It doesn't matter if the entire unit does not pass the test anymore, it's individual competition. And, that is where I believe we have lost the edge.

Lieutenant Gen. Lewis B. Puller epitomized the Marine Corps ethic of teamwork in Korea when he broke out of the Chinese stronghold around the Chosin Reservoir where he and his valiant Marines were completely surrounded. And, he did so while bringing with him all of his dead and wounded Marines, along with all of his equipment, and tons of gear left abandoned by the Army.

I remember hearing that story a hundred times during my career in the Marine Corps. And, I have tried to live by Chesty's standard, even during the PRT. Especially during the PRT. Every Marine makes it across the line; we all finish together, or we all die together.

We need to re-focus the Marine Corps on teamwork again. Old Corps values. Never leave a Marine behind. Not now . . . not ever.

Dennis Beck is a former Marine and a freelance writer for Ooh-Rah Magazine's "Permission to Speak Freely"



Let your voice be heard

If you would like to respond to this story or any other commentary and guidance article in this or other editions of the Flight Jacket, e-mail it to ombpaoflight@miramar.usmc.mil

Mir *Remarks*

What do you plan to do for your father on Father's Day?



"We're going to Ventura Beach with my father-in-law and the whole family."

Staff Sgt. Teodoro Garcia
MACG-38
NBC chief



"I'm going to send my dad a certificate to eat at Joes', in New Orleans and send him a gift set of Ob-session cologne, as well as buy him a new suit."

Lance Cpl. Philip Livas
MWCS-38
administrative clerk



"I'm sending my dad an engraved St. Christopher's medallion -- he's the patron saint of travelers."

1st Lt. Amy Bevan
MACG-38
adjutant

Motorcycle Safety Course offers bikers life-saving road skills

By Sgt. W. A. Napper Jr.

CPAO, MCAS Miramar

To some people, the road has a voice. For most it sounds like four wheels whizzing down the freeway. But for some, the road can sound like the wind whipping past them. To others it can sound like the deep rumble of a downshift before negotiating a hairpin turn or maybe it sounds like a shout of sheer exhilaration.

However before anyone, regardless of rank, can realize the joy and freedom of riding a motorcycle here, they must first take the Motorcycle Safety Foundation's three-day-long motorcycle riders' course in riding and street strategies.

Students learn the basic fundamentals of riding a motorcycle, including the necessary survivor skills of one of the most dangerous riding areas – points of intersecting traffic.

Sergeant Steven Alby, motorcycle course lead instructor, said one of the biggest reasons Marines need to take the course – other than the fact that it's required to ride on the air station – is to learn that they don't already know everything about riding.

"People get complacent," he said. "They make assumptions that they know everything about riding. That's extremely dangerous thinking. As an instructor, the first thing I tell my students is that I am not the 'know all' and 'be all' on motorcycle safety – but I can get them started to ride safe."

Riders start the course in the classroom, learning the basic components generic to any and every motorcycle. The placing and importance of such necessary items like the clutch lever, front and rear brakes, and engine cutoff switch are all explained in the classroom. The class then shifts gears to how to properly mount a motorcycle. Although there are many ways to get on a cycle, there is only one safe way that's endorsed by the MSF.

"You need to make sure you have total control of the motorcycle. You can do only by having control of the handlebars and squeezing the rear brake. You also have to approach the cycle from the left side. Sure, you can get on without doing this every time, but one time the bike will tip over. Why would anyone risk that," said Alby.

After spending the morning in the classroom, the riders head out to the range to practice some of the skills they just learned. They have to first learn how to handle their steel steeds without engine power before they are allowed to ride on the range. After they successfully pass several basic exercises, the riders are allowed to bring their horses to life using the principle of FINE C – before starting they must first turn the Fuel knob to the on position, turn the Ignition key, ensure the bike is in Neutral, check the Engine cutoff switch and engage the Clutch.

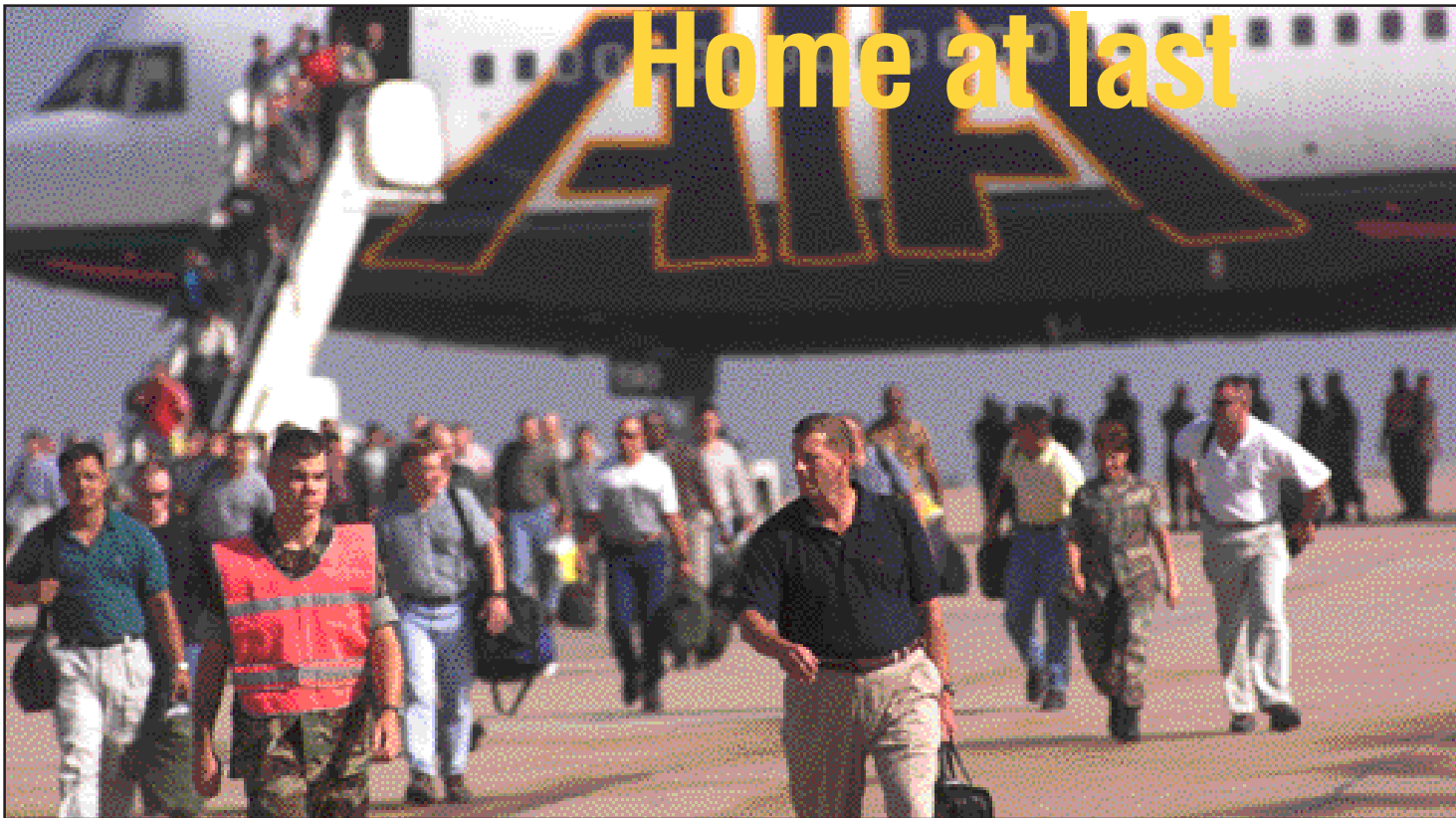
They are then allowed to ride short distances slowly in first gear across the width of the range. Later in that same afternoon the class of no more than 12 riders roll as one, cruising the perimeter of the range in second gear, and then learn how to do everything from negotiate tight corners at slow speeds to weaving around



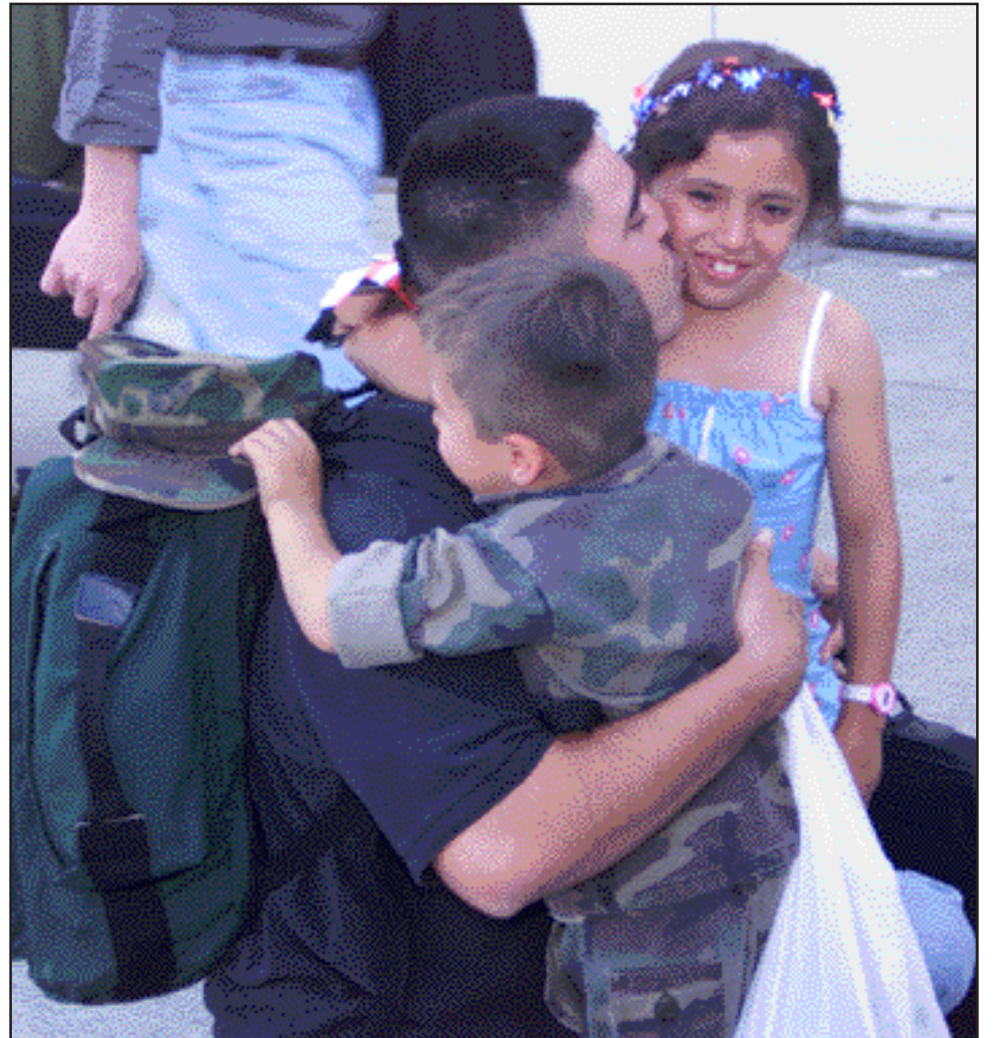
Major Gen. Charles F. Bolden Jr., 3d Marine Aircraft Wing commanding general, glides through a turn while taking the Motorcycle Safety Foundation's three-day-long motorcycle riders' course in riding and street strategies. Although he's been riding since the early 1970's, Major Gen. Bolden found the course very challenging. Photo by Sgt. W. A. Napper Jr.

Ad Space

Home at last



(above) Marine All-Weather Fighter Attack Squadron 225 the Vikings debark an airliner, setting their feet on home turf for the first time in three months. The squadron returned June 7. (right) A little ball of excitement, Marco Buelna, 5, smiles in anticipation of his father's, Staff Sgt. Luis Buelna, operations chief for VMFA (AW)-225, return from Kuwait. *Photos by Cpl. Kristopher S. Haloj*



(middle left) Scott Brenner welcomes his fiancée, Lance Cpl. Tonya Taylor, ordnance technician for VMFA (AW)-225, with a kiss and a hug after she returns from her three-month in deployment in Kuwait. (bottom right) After departing from the airliner, Staff Sgt. Luis Buelna, operations chief for VMFA (AW)-225, meets up with his children, Marco, 5, and Ashley, 7, for plenty of hugs and kisses. (above) Waiting patiently for her husband, Staff Sgt. Edward Cotter, flight equipment staff noncommissioned officer-in-charge for VMFA (AW)-225, Noriko, along with their children Alex, 4, and Riku, 5, looks to the sky for the airliner carrying her husband's squadron home from Operation Southern Watch. *Photos by Cpl. Kristopher S. Haloj*

Ad Space

Wolfpack flight line mechanics keep Super Stallion flying

By Sgt. W. A. Napper Jr.

CPAO, MCAS Miramar

Marine Heavy Helicopter Squadron 466 Marines recently forfeited a holiday weekend to begin a repair project on one of their aircraft.

During a routine inspection, they learned that the oil in a CH-53E's main gearbox had an unacceptable amount of metal chips floating in it. The only course of action was for the Marines to get a hoist, pull out the gearbox and replace it immediately.

The only problem was that it's not a job that can be completed in one hour, one day or even one week. From start to finish, the project normally takes two weeks before a Super Stallion can fly again. The Marines began work on the Stallion May 25, even though they had the 96-hour holiday commemorating Memorial Day that weekend. The day crew and mid-crew joined forces and worked through the holiday to get the helicopter up and running.

"This isn't really a difficult job, but it certainly takes the longest of nearly all CH-53 repairs," said Lance Cpl. Joseph Cattoor, HMH-466 flight line mechanic. "Hooking the flight controls back up is actually the hardest part – they have to be exactly right in order to fly."

To pull the potentially hazardous gearbox, the crew of nearly a dozen Marines had to first disconnect the rotor blades, remove several protective plates and unhook all of aircraft's flight controls. When the

gearbox was clear to be freed from the aircraft, the Marines employed a 10,000-pound crane to remove the part. After dropping in the new gearbox, the Marines had to ensure everything was hooked up correctly and replace the protective plates and rotor blades.

"From the maintenance side, it's a very intense project," said 1st Lt. Gina Cabrales, HMH-466 maintenance and material control officer. "It's basically the whole team concept put into play for this – it starts with the Pfc., and ends with the captains and majors who fly the aircraft to test the work. All of this has to be done before the helicopter can be considered 'up.'"

Cabrales said the average life span of a CH-53E main gearbox is 1,600 flight hours. The gearbox the Wolfpack Marines replaced had 1,500 flight hours on it.

"It's not an uncommon thing to do – replace a gearbox," she said. "This isn't the first gearbox we've done and it certainly won't be the last. But that's not what matters here – it's a big process and these Marines have put a lot of hard work into making it happen right and safe. That's what's important."



(top) Lance Cpls. Justin Freye, HMH-466 crew chief, and Stephen Breen, HMH-466 mechanic, attach a rotor blade to a CH-53E. The blades had to be taken off for the gearbox to be removed and replaced. (bottom) Wolfpack Marines take off protective blades covering a CH-53E's gearbox. The two-week process was completed in less time thanks to the coordination of both day and mid-shift crews who worked together to replace it. Photos by Sgt. W. A. Napper Jr.

Ad Space

Former Marine, F3D Sky Knight Mechanic shares Korean War Era memories

By Cpl. Rob Henderson

CPAO, MCAS Miramar

November 12, 1952, in Korean airspace, the Marine Corps set a standard with the first night-time downing of an enemy jet. Major W.T. Stratton Jr., and Master Sgt. Hans Hoglind of Marine Night Fighter Attack Squadron 513 shot down a North Korean YAK-15 in a Douglas F3D Sky Knight.

Former Marine Tech. Sgt. and retired Air Force Senior Master Sgt. Jim Abreu recently visited the Flying Leatherneck Museum here to share his story as one of the first mechanics trained to work on the F3D.

The Bingham Canyon, Utah, native enlisted in the Marine Corps on his 16th birthday in August 1945, and after recruit training in San Diego, Abreu was trained as an aircraft mechanic.

“I worked on just about every kind of airplane the Marine Corps had back then including the (F4U-5N) Corsair,” said Abreu.

During the late 1940s, in a specialized five-week training course at the Douglas Aircraft plant in El Segundo, Abreu was one of 12 Marines trained on the Marine Corps’ newest all-weather fighter: the F3D.

“The airplane was so new that every instructor at the course was the actual designer of the system that we were learning about,” said Abreu.

Miramar’s Flying Leatherneck Museum top flight on West Coast

By Sgt. W. A. Napper Jr.

CPAO, MCAS Miramar

The Flying Leatherneck Aviation Museum here offers all who visit a glimpse into the past. Boasting everything from aircraft to memorabilia to more than 500 models, the museum has something for everyone.

“The Marine Corps views the museum as a tremendous tool to increase morale,” he said. “We measure our success in the number of little kids who come here with wide-eyed questions, and the number of vets who come through, see an aircraft they used to fly and shed a tear. They really feel a sense of joy coming here,” said Tom O’Hara, Flying Leatherneck Aviation Museum director and curator.

Although in a temporary facility, inside the museum, shelf after shelf drives home the reality of how fledgling aviation is, and how much more dangerous it was in the past. A special section of the museum is devoted entirely to the history of Marine women, including original uniforms, a historical timeline and various other artifacts.

O’Hara said the museum officially began in 1989 at Marine Corps Air Station El Toro. After the station closed, the museum was not only reestablished here, but it also expanded to help Marines, Sailors, their families and the outside



An F3D Sky Knight is loaded aboard a ship bound for Korea. This aircraft was introduced to the Marine Corps in 1948 as an all-weather fighter for the Korean War. The aircraft also had radar capabilities making it easier to fly night missions, giving Marines an advantage in Korea. Jim Abreu was one of the first 12 Marines trained as an F3D mechanic. Photo by Jim Abreu

community learn of their heritage.

“This museum is a representation of Marine Corps aviation’s history and heritage,” said O’Hara. “This place is a permanent reminder of the achievements, sacrifices and even mistakes that were made in combat.”

In the last 12 months the museum has blossomed, restoring six aircraft from World War II to the present, as well as including a display honoring Ken Walsh – the third-leading war ace from World War II, and the first ace in the cockpit of an F-4U Corsair. Improvements have also been made to the landscaping.

O’Hara said the renovations make the museum an ideal place for units to hold functions such as promotion ceremonies, retirements and reunions. “The whole idea is to get people to come to the museum,” he said. “We want to increase our interaction with the Marine Corps and our neighboring civilian community. It’s really mind-boggling what some of these guys have done in the air, and we want people to know about it.”

Future projects for the museum include moving directly across the street from the location of the temporary facility. The museum will be compiled into four separate buildings totaling 151,000 square feet.

O’Hara said the museum is planning on

The F3D was unique to the Marine Corps because it gave the Marines in Korea the capability to fly by radar at night.

The advantage to flying at night was evident in the Korean War as the two-seater F3D had more kills – a total of 11 - than any other Navy or Marine Corps fighter type in the Korean War, according to the Flying Leatherneck Museum.

“The F3D had the distinction of having the smallest jet engine of all the aircraft built by Westinghouse. The J34-36 engine intake on the F3D was no bigger than a large pizza,” said Abreu.

According to the Flying Leatherneck Museum, the Marine Corps was the

only branch of service to use the F3D in operational missions. The aircraft’s primary roles were electronic counter-measures, missile-carrying missions and systems trainers. The F3D was also the test bed for the EA-5 Prowler.

“Another interesting fact about the Sky Knight was the escape chute. Because of a cross beam above the pilot’s head, the only way out was by a chute that came out below the aircraft,” said Abreu.

Abreu, proud of his service with the Marines in Korea, is also a Vietnam veteran. He spent 12 years in the Marine Corps before joining the Air Force where he served for an additional 18 years.

Ad Space

It's not whether you win or lose – it's whether you get a hug

By Sgt. A. C. Strong

CPAO, MCAS Miramar

A small number of Miramar Marines volunteered their weekend to San Diego Special Olympics Greater Games 2001, June 9 and 10. However, the consensus seemed to be that they received as much as they gave from this venture.

"I just heard about the event in an e-mail and decided, 'why not,'" said Cpl. Charlie Delph, Headquarters and Headquarters Squadron, Recovery Crew 2.

"We weren't really doing anything this weekend, so we decided to do something for someone else," added Lance Cpl. Tim Richards, also a Recovery Crew 2 Marine.

The volunteers received payment for their work. However, there was payment was little out of the ordinary but no one complained. "You get a lot of hugs here," said Richards.

Special Olympics depends heavily on volunteers for the many events they hold throughout the year. Coaches, chaperones, drivers, and even official 'huggers' are always needed.

"You come out here and you see real sportsmanship," said Mike Van Heule, coach of the Disney Goals, who played in the floor hockey tournament's open division. "My guys are peer athletes and coaches who are linked with and play on unified teams with Special Olympians. Everybody wins in that situation."

Special Olympics, a year-round, world-wide program of sports training and athletic competition open to all children and adults with mental retardation. It is unique in that it provides for competition at all levels of



The East County Gulls floor hockey team, garbed in white, faces off against Riverside Team 1 during the Special Olympics June 9 at San Diego State University. The event featured tennis, bowling, gymnastics, cycling and other sports. Photo by Sgt. A. C. Strong

ability by assigning competitors to divisions based on both age and actual performance. Even athletes in the lowest divisions may advance all the way to the World Games held every four years.

The Greater Games are kind of a melting pot exhibition games for spring and summer sports including everything from gymnastics

and volleyball, to soccer and floor hockey, according to Carol Stachwick, volleyball coordinator. Unlike many athletes on the news, the majority of the players aren't out there looking for their ticket to the pros. For most of these young men and women, the most important part was finishing ... and, of course, the hugs.

Special Olympics contributes to the physical, social and psychological development of individuals. Sports offers positive, successful experiences, which allow individuals to gain confidence and self-mastery and start to build a self image associated with success rather than failure.

Kari Sutherland, a competitor with San Diego County gymnastics, fell from the balance beam twice. However, with the cheers of the crowd to lift her, and a huge smile on her face, she completed her turn and received high marks. Leaving the mat, she ran straight into the arms of her coach and fellow teammates.

"They are having a lot more fun than what you see at other sporting events," said Delph. "When was the last time you played a sport and afterward, all players, from both teams,

shared a hug?"

San Diego County Special Olympics provides training to more than 1,000 athletes at practice sites located throughout San Diego and surrounding areas. More than 200 volunteers serve as coaches on an ongoing basis. The program is supported entirely by contributions from the community and volunteer efforts.

"I really enjoy this," said Sgt. Barrett A. Kahl, Miramar dining facility cook. "The people here treasure everything they have. It makes me remember to be thankful for what I have."

See **Olympics**, page 10

Following the Friars

National League West as of Monday

Team	Record	GB
Arizona	38-36	--
Los Angeles	35-30	3.5
Colorado	32-31	5.5
San Francisco	32-32	6.0



Kari Sutherland, a San Diego County gymnast, balances on the balance beam during a competition at the Special Olympics June 9. Photo by Sgt. A. C. Strong

Ad Space

Take Dad bowling

Jet Lanes, Miramar's Bowling Center is offering free bowling for Dad Sunday from noon to 9 p.m.

For more information call 577-4131.

SNCO Club Advisory Board seeks record keeper

The Staff Noncommissioned Officers' Club Advisory Board is in need of a new record keeper. The current record keeper, is leaving next month.

Interested SNCOs can contact Sgt. Maj. Ira Lott via e-mail at: lottij@miramar.usmc.mil.

8th Annual Camp Pendleton Mud Run

So you think you're motivated? Think you're a hard-charger? Ready to get down and dirty? Pendleton's 8th Annual Mud Run June 23 at Lake O'Niell on Pendleton will give you the opportunity to see how hard Corps you really are.

The race is open to both military and civilian runners who will negotiate a challenging 10K course over rugged terrain filled with slippery training obstacles, knee to waist-deep water and a 6-foot wall.

For more information visit the Web site at www.CampPendletonRaces.com or call (760) 725-6836.

Devil Dog Day at Theater

Celebrate Chesty Puller's Birthday June 23 as the Miramar Theater is offering a marathon of Marine Corps movies. The festivities are from 10 a.m. to 5:30 p.m.

The scheduled Saturday night films will immediately follow the series of Marine films.

Commissary hosts sale

The Miramar Commissary will hold a giant parking lot sale Thursday through Sunday from 9 a.m. to 6 p.m.

For more information call Judith Otero at 577-4616 ext. 105.

Learn to coach youth sports

Coaches are needed for T-Ball, Slow-pitch, and Baseball. Attend the MCCS Miramar "Introduction to Coaching Youth Sports Certification Clinic" and learn how to set the stage for a successful season, coach's rules and responsibilities and tips on teaching the fundamentals of sports.

The July 7 class is at the Youth Center.

For more information call the Youth Sports Office at 577-4136.

First Friends

Marine New Parents Support Program offers First Friends – a group for families with babies one to six months old.

The group meets at Mills Park on the first and third Tuesday of each month, from 3 to 3:50 p.m.

For details call the Marine New Parents Support Program at 577-9812.

Referees needed

San Diego County Football Officials Association Inc. will hold and open house/get acquainted meeting at 6:30 p.m., June 27.

The event will take place at the California Interscholastic Federation headquarters.

Anyone interested can attend and ask questions.

For more information call Tom Ables at 677-1129 or 270-7683 or Charles Washington at (760) 941-1225.

Bicycle Rodeo 2001

The Provost Marshal's Office is hosting a bicycle rodeo June 23rd from 10 a.m. to 1 p.m. in the parking lot adjacent to the Youth Center Field.

This event is designed to promote bicycle safety and test bicycle road skills for age groups 6-8 and 9-11. These skills being tested include: maneuvering, signaling, adherence to stop signals, and use of proper safety equipment.

All children participating must have a parent sign a permission slip. Permission slips can be picked up at the station Youth Center.

All bikes will be registered and need to be inspected to ensure they are in safe operating condition. Helmets must be worn during the event, knee and elbow pads are highly encouraged.

Prizes will be given to 1st, 2nd and 3rd place winners who score the highest in each age category, but every child will get to bring something home.

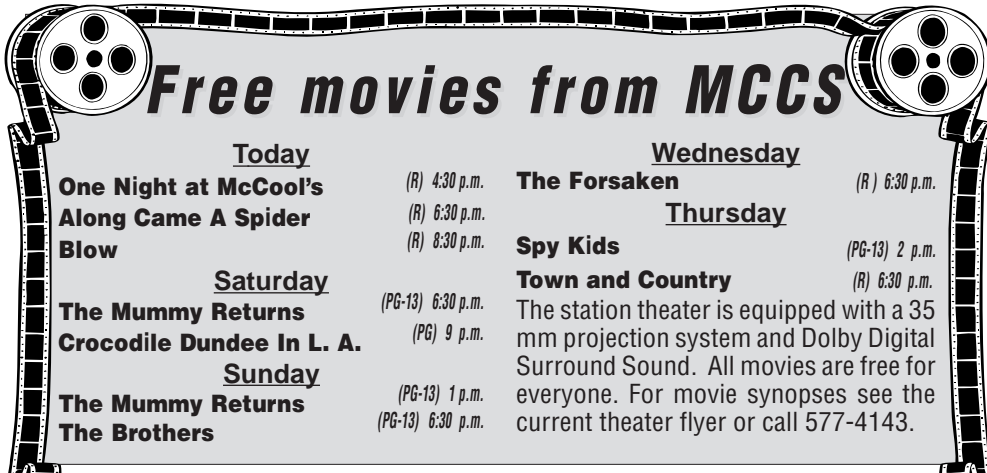
The Miramar Fire Department, McGruff the Crime Fighting Dog, and the Home Town Buffet Bee will also be there.

Education Center has ACT and SAT

The Education Center is administering the Scholastic Aptitude Test on the first and third Tuesdays during June at 7:30 a.m.

Reservations are not required. However, personnel who have not reserved their tests will be served on a first-come first-served, basis.

The Academic Collegiate Test is admin-



Today		Wednesday	
One Night at McCool's	(R) 4:30 p.m.	The Forsaken	(R) 6:30 p.m.
Along Came A Spider	(R) 6:30 p.m.		
Blow	(R) 8:30 p.m.		
Saturday		Thursday	
The Mummy Returns	(PG-13) 6:30 p.m.	Spy Kids	(PG-13) 2 p.m.
Crocodile Dundee In L. A.	(PG) 9 p.m.	Town and Country	(R) 6:30 p.m.
Sunday			
The Mummy Returns	(PG-13) 1 p.m.		
The Brothers	(PG-13) 6:30 p.m.		

istered the second and fourth Tuesday of every month.

For more information call Charles D. Banks at 577-1895.

Playmorning at the Rec Center

Preschoolers of all ages are invited to attend Playmorning at the Admiral Baker Recreation Center every third Tuesday from 10 to 11:30 a.m.

For information call the Marine New Parent Support Program (619) 524-0805.

Welcome aboard brief changes to Wednesdays

The Commanding General's Welcome

Museum,

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moving into the first building during 2003. Although the current museum is the only official Marine Corps aviation museum in the Western United States, O'Hara said the new facilities will boast a banquet-style hall for functions and the latest in interactive learning tools.

"This is going to be something the Marine Corps will be proud of," he said. "The facility now, as well as the current project will be a tremendous asset."

For more information, call 577-6125.

Olympics,

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If you are interested participating in Special Olympics as a volunteer coach, call the San Diego County Special Olympics office at (619) 283-6100.

Scholarship,

continued from page 2

The Fisher House Foundation is administering the Scholarships for Military Children program. Fisher House is known for building and operating 26 comfort houses near military medical facilities.

Manufacturers and organizations that do business with the commissary system funded the scholarships with money ordinarily used for various other contests and promotions.

The scholarship funds were accepted by Fisher House, which contracted with a professional scholarship management company, Scholarship Managers, to screen the student applications and choose recipients based on merit. Fisher House and DeCA are not involved in the recipient selection process.

According to Bernard Coté of Scholarship Managers, the overall caliber of applicants for Scholarships for Military Children was very high. So high in many cases that the decision came down to the student's level of community involvement coupled with the essay.

"I'm impressed by the quality of the students," said Maj. Gen. Courter. "It's a testimony to the educational values of our military families, and I want to be sure the com-

Aboard Brief at the Joint Reception Center, Building 2258, has changed to the first and third Wednesday of each month instead of Monday. The brief is from 7:40 a.m. to 4:30 p.m.

For more information call 577-1783.

NNOA 29th Annual Conference

The Marine Corps Base Quantico, Va., chapter of the National Naval Officers Association will hold its 29th Annual Conference July 16-20 at the Marine Corps Research Center, Building 2040, MCB Quantico.

For more information visit the NNOA Web site: www.NNOA.org.

missaries support those values by helping to 'feed' the minds of our young people as well as literally 'feeding' them through the commissary benefit."

Moto,

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cones. Even Maj. Gen. Charles F. Bolden Jr., 3d Marine Aircraft Wing commanding general, recently took the MSF's motorcycle riding course offered here. Although he's been riding since the early 1970s, Maj. Gen. Bolden found the course very challenging.

"Back then I rode my much smaller Yamaha motorcycles to and from work in Los Angeles and MCAS El Toro," he said. "Unlike today, there were no requirements for safety courses to operate a motorcycle on a military base. In spite of my previous riding experience, however, I initially found it challenging to master the techniques of slow speed maneuvering such as the weave and sharp turns taught in the course."

Alby pointed out that the main goal of the course is to teach Marines, Sailors and their family members how to ride with enough confidence in themselves and their machines to ride out in town, and on the highway. Major Gen. Bolden agreed, saying the course increased his riding confidence.

"Completing the course left me with a very good feeling of confidence in my knowledge and ability to operate a motorcycle," he said. "The instructors were very knowledgeable, friendly and helpful throughout the course, and frequently used their own bad experiences with motorcycle riding as case study-type lessons for us."

The riders must master their new skills quickly – they are tested on each element at the end of the course. If they do not pass both a written and riding test, they do not receive their completion card. Without a completion card, as well as proof of ownership and insurance, no motorcycle can get a Department of Defense decal.

Helo,
 continued from page 1

helicopters stay on Okinawa and the Marines sign over the logbooks and are then responsible for the aircraft.

According to Lt. Col. Lawrence Miccolis, HMM-465 executive officer, his Marines are up to the challenge.

“The tasking for this is not overwhelming, but it is challenging,” he said. “A lot of young Marines and excellent staff NCOs step up to the plate in getting the job done.”

Approximately one month later the squadrons switch out completely, with the main body deploying to Okinawa. However, the triple site isn’t complete yet, it’s only one-third of the way done. The second section splits from the combined group of Marines on Okinawa to join the 31st MEU.

This makes the main body little more than a detachment, and the third section in the triple site. Miccolis said the squadron’s splitting between two MEUs as well as supporting operational commitments on Okinawa is simply a testament to the versatility of the Super Stallion as an aircraft.

“I think folks realize the capabilities of this aircraft and the legs we can provide to an exercise or operation,” he said. “I think

what commanders are looking at is the amount of personnel and equipment we can carry to the fight.”

The remaining Marines in Okinawa are tasked to support all of the missions for the 3rd Marine Division, which can be anywhere from monthly to quarterly commitments.

They also participate in the Korea Incremental Training Program, where they provide air support for the South Korean infantry, during training exercises. Miccolis said last year his Marines inserted a new innovation for their training requirements – a practice rescue like the one performed for downed Air Force pilot Capt. Scott O’Grady June 2, 1995, in Bosnia.

After spending six months on Okinawa, the 31st MEU Marines return to the squadron and simultaneously the original advanced-party Marines prepare to deploy back home. They replace the advanced party of another CH-53E squadron and the cycle begins again.

Once all three detachments – the main body from Okinawa, the 31st MEU Marines and the California MEU Marines – are back together, they quickly get up to date on their basic infantry skills by qualifying on the rifle range, going to the gas chamber and other

necessary requirements.

“We’re professionals – this is our job and we do it well,” said Chief Warrant Officer 2 Jonathon Fifer, HMM-465 avionics officer. “The biggest challenge isn’t really performing during the split, but getting everyone qualified to perform their own jobs in preparation for the split. That and the whole time you’re back here (at Miramar) you’re building (the squadron) up (again).”

Miccolis said Heavy Hauler leadership overcomes of the triple-site obstacles by promoting a “work hard and play hard” mentality as well as exceeding all the requirements for family readiness.

“The missions we do are important,” Miccolis said. “As important as the missions, so are the families of our Marines.”

Heavy Hauler Marines are currently preparing to do a triple site – their advanced party departs for Okinawa Tuesday. However, Miccolis said he feels very confident about the upcoming split.

“This time we have a healthy compliment of staff NCOs and young Marines to make getting the job done easier,” he said. “We’re going to concentrate on letting the Marines who are skilled – but not necessarily the resident experts meet the mission.”

Miccolis said this allows the Marines to have a better hands-on knowledge of their individual jobs. He also said the Heavy Haulers step up to the family readiness challenge by making sure the families are taken care of and are provided with a support network.

Several predeployment meetings are held at the squadron with the focus on keeping the family together while their Marine is away.

“We believe here that if the Marines and their families are taken care of, they’ll perform even better on the job,” Miccolis said.

“This command wants to make it fun for the Marines. We believe that’s what is keeping them here – keeping the Marines in the Corps instead of becoming civilians,” he added.

For many, seeing their unit split into three equal units bearing the same name may seem unusual or even unheard of. For the Heavy Haulers, it’s just another day at the office.

“It may not seem optimal, but we’re a force provider and a warfighting entity,” Miccolis said. “It works because of the squadron’s Marines.”